



DEPARTMENT OF THE NAVY

NAVAL AIR SYSTEMS COMMAND
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS
WASHINGTON, DC 20361 -0001

IN REPLY REFER TO

NAVAIRINST 13810.4

PMA251

20 Nov 92

NAVAIR INSTRUCTION 13810.4

From: Commander, Naval Air Systems Command

Subj: SUBMISSION OF FLIGHT DECK OPERATIONS REPORT (REPORT SYMBOL
NAVAIR 13810-2)

Encl: (1) Instructions for completing Forms NAVAIR 13810/6 and
13810/6A

1. Purpose. This instruction outlines the procedures to be followed in the preparation and submission of the Flight Deck Operations Report, Naval Air Systems Command (NAVAIR) Forms 13810/6 and 13810/6A.

2. Utilization of Report. Data obtained from the Flight Deck Operations Report will be utilized as follows:

a. Naval Air Warfare Center. To determine the service life and structural integrity of aircraft carrier launching and recovery equipment.

b. Naval Safety Center. To determine accident rates and to be apprised of the type and number of failures and tempo of operations.

c. Type Commander. To monitor consumable material utilization and to determine adequacy of operations and maintenance instructions issued to the fleet.

3. Action

a. NAVAIR forms 13810/6 and 13810/6A, Flight Deck Operations (Part I Launching and Part II Landing), shall be submitted quarterly by the Commanding Officer of all active aircraft carriers (CV/CVN/AVT). This report shall be submitted to the Commanding Officer, Naval Air Warfare Center, Aircraft Division (Code IS2), Lakehurst, N.J. 08733-5092 by the 15th day of the month, following the end of each quarter. One copy of each shall be sent to the Commander, Naval Safety Center (Code 51), Naval Air Station, Norfolk, VA 23511, and the appropriate type commander.

b. Refer to enclosure (1) for completing forms NAVAIR 13810/6 and 13810/6A.



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4. Reports

a. Report Symbol NAVAIR 13810-2 applies to the requirements of this instruction.

b. Reporting requirements contained in this instruction have been approved by the Chief of Naval Operations for two years only from date of issuance.

5. Forms. NAVAIR 13810/6, Flight Deck Operations (Part 1-Launching), Stock Number 0102-LF-994-1800, and NAVAIR 13810/6A, Flight Deck Operations (Part II-Landing), Stock Number 0102-LF-994-1900 are available in the Navy supply system and may be requisitioned per NAVSUP P-2002.



W. C. BOWES

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INSTRUCTIONS FOR COMPLETING FORMS NAVAIR 13810/6 AND 13810/6A

1. NAVAIR Form 13810/6 Part I-Launching

a. Number of Catapult Launches. Under aircraft series and model number, specify aircraft by modified mission, basic mission, design number, and series letter (OPNAVINST 13100.1C, "Designation and Naming Military Aircraft, Rockets, and Guided Missiles" applies). When possible, enter different models of the same aircraft on a separate line; e.g., A6E, EA6B, F14, F14A+ should be separated. If more space is required to list all operating aircraft, use additional forms. Entries for subtotals, no-loads, dead-loads, and total tallies will be submitted with the signature on the last page of the report.

b. Touch and Go or Free-Deck and Helicopter (HELO) Takeoffs. An aircraft touch and go comprises one landing and one take-off and will be recorded as such; i.e., the take-off in Part I and the landing in Part II.

c. Total Catapult Launches to Date. Total catapult launches to date is the sum of the total for this report and the total to date from the previous report. Do not include touch and go, free-deck, HELO take-offs, dead loads, or no loads in these entries.

d. Total HELO Take-Offs to Date. Total HELO takeoffs to date is the sum of the total for this report and the total to date from the previous report. Report both HELO and vertical short takeoff and landing (VSTOL) takeoffs separated by a slash; e.g., 45/8 indicates 45 HELO and 8 VSTOL takeoffs.

e. Launching Incidents. Briefly summarize launching incidents involving ship facilities (i.e., runaway shots, slippery deck, etc.) and reference correspondence which initially reported the incident. Indicate significant catapult downtime (which catapult, date, length of time down, reason, etc.) when related to a launching incident or when an unusual discrepancy is discovered during routine operations or maintenance.

2. NAVAIR 13810/6A Part II-Landing

a. Arrested Landings. See paragraph 1a of this enclosure for Aircraft Series and Model Number. For this reporting period the sum total number of arrested landings for all aircraft will equal the sum total landings per engine for all pendants. Entries for landings per engine, number hits each pendant changed, and total tallies will be submitted with the signature on the last page of the report, if more than one page is required.

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b. Bolter. An attempted arrested landing on an aircraft carrier during which the hook contacts the deck, but the arresting gear is not successfully engaged and the aircraft continues in flight.

Causes: Missed Wire (MW) - When arresting hook contacts the deck within normal pendant area, but due to the aircraft bounce, porpoising, hook bounce, etc., pendant is not engaged.

Missed Landing Area (MLA) - When arresting hook contacts the deck forward of the last cross deck pendant.

c. Number of Hits Each Pendant Changed. Enter the number of hits on each cross deck pendant when it is removed from the specified position. This space will contain a series of numbers, the sum of which normally will not equal the landings per engine, since some hits may be carried over from the previous reporting quarters or in the case of a pendant remaining on deck, will be reported in the next period.

d. Total Arrested Landings to Date. Total arrested landings to date is the total for this report plus the total to date from the previous report.

e. Total HELO/VSTOL Landings. List two numbers separated by a slash. The first being the number of HELO landings. The second number is for VSTOL landings (for example, 27/4 would indicate 27 HELO and 4 VSTOL landings). Total HELO/VSTOL landings to date is the total for this report plus the total to date from the previous report.

f. Landing Incidents. Briefly summarize landing incidents involving ship facilities (barricade engagements, parted pendants, etc.) and reference correspondence which initially reported the incident. Indicate significant arresting gear downtime (which arresting gear, date, length of the time down, cause, etc.), when related to a landing incident or when an unusual discrepancy is discovered during routine operations or maintenance. Record purchase cable replacement, indicating date of replacement, reason for replacement, and number of arrestments (both heavy and total).

Encl (1)